

RACERS SELECT  
GOODRICH CORDSChapin Furnishes List of  
Speed Events of the  
Past 12 Months.

"Once more the Goodrich Silvertown cords have shown their value in auto racing," said C. K. Chapin, local branch manager of the Goodrich company. "They were used on Eddie Rickenbacker's Maxwell when he won the 150 mile race on the Sheepshead Bay speedway recently."

Mr. Chapin then furnished a list of the big races in which Goodrich Silvertown cords were used on the winning cars, as follows:

1915.  
May 21, Indianapolis, 100 miles, average per hour 53.4; driver, DuPalma.  
June 26, Chicago, 500 miles, average per hour 55.5; driver, Buja.  
July 2, Sioux City, 200 miles, average per hour 54.7; driver, Rickenbacker.  
July 3, Omaha, 200 miles, average per hour 51.7; driver, Rickenbacker.  
July 4, Tacoma, 250 miles, average per hour 54.4; driver, Buckell.  
July 5, Tacoma, 200 miles, average per hour 52.7; driver, Pullen.  
July 6, Tacoma, 100 miles, average per hour 78.5; driver, Parsons.  
August 1, Des Moines, 100 miles, average per hour 57; driver, Mulford.  
Sept. 4, Twin City, 200 miles, average per hour 56.25; driver, Earl Cooper.  
September 18, Providence, 100 miles, average per hour 57.11; driver, Rickenbacker.  
October 3, Sheepshead Bay, 150 miles, average per hour 56.1; driver, Anderson.  
1916.  
March 2, Los Angeles, 100 miles, average per hour 63.18; driver, Pullen.  
March 10, Los Angeles, 50 miles, average per hour 69.21; driver, O'Donnell.  
March 20, Los Angeles, 50 miles, average per hour 63.44; driver, Burman.  
April 4, Corona, 200 miles, average per hour 54.5; driver, O'Donnell.  
April 16, Los Angeles, 150 miles, average per hour 65; driver, Hughes.  
Special Events.  
August 7, Chicago, 100 miles, average per hour 59.86; driver, Buja.  
November 2, Sheepshead Bay, 150 miles, average per hour 56.75; driver, O'Donnell.  
September 15, Providence, 100 miles, average per hour 58.16; driver, Burman.  
The Pullen-Burman speed match, Sheepshead Bay, November 2-4 miles at 111.37 per hour; 6 miles at 112.46 miles per hour.

ELECTRIC STARTERS SAVE  
TRUCK OWNERS BIG SUM

The average motor truck owner will save during 1916, about \$225 on every one of his motor trucks that is equipped with electric starting and lighting apparatus, according to C. Hart, truck manager of the Thomas B. Jeffery company. Three years' study of motor truck operation in the city of Chicago disclosed the fact that the average machine covers about 50 miles a day in about five hours of actual running time. During the remaining five hours of each working day, the motor is kept running from one to three hours while the truck is standing still. At the prevailing price of gasoline this means a loss of about 75 cents a day for the time the truck is not doing any useful work. Figuring 260 working days in a year, this loss amounts to \$195, or the interest on a capitalization of \$275 at 6 per cent.

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## COUSIN WILLIE

The Sheriff Is Bound to Cut  
Him Out With the Widow.  
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BY F. OPPER

VOTE HUNTERS  
HAVE A THRILL

Touring Suffragists Lose  
Sleep; Are Scared of the  
Mexican Bandits.

A little golden colored Saxon roadster created considerable attention on the streets of El Paso this week. This car has gained national fame as the "Golden Flier" and is being used by Mrs. Alice Burke and Miss Nellie Richardson for a tour across America in the interests of "votes for women." After being set right by Mrs. Burke as to the term "suffragette," the auto editor is content to leave aside all subjects of "suffragists" and "suffragettes." The four tourists have had some unique experiences on the way, but they got their real thrills between El Paso and Alpine. They reached Alpine last Friday night. There was a Mexican "scare" on at the time and when the two women were assigned to rooms on the ground floor of an Alpine hotel they were a little uneasy. They became still more uneasy when they saw men in the lobby carrying businesslike

rifles and revolvers. "I didn't take off my clothes or shut my eyes all night," said Mrs. Burke.

The following day the tourists were met between Alpine and Sierra Blanca by G. E. Cavin, the local Saxon distributor, and his son. They told Mr. Cavin of their experiences at Alpine and he "pooped" the idea of there being any danger.

"I really began to feel reassured," said Mrs. Burke, "and then I happened to look into his touring car. Down by Mr. Cavin's feet there were two big rifles which looked as if they were intended more for use than decoration. I asked him why he carried the rifles if there wasn't any danger."

"He went on telling me that there was no danger, but his son spoke up and said that Mr. Cavin had put the rifles handy, for if we need them at all, we'll need them damned quick."

"It was very reassuring, I can tell you. We got to Sierra Blanca that night with our nerves somewhat shaken. There we were told that if the school bell was rung during the night, we were to 'hike' for the school house. It's needless to tell you that we had mighty little sleep that night."

"I was never so glad for anything

in my life as I was to get into El Paso. Everybody here tells us that there is nothing to worry about but I think that I prefer my touring a little farther north."

AUTO PRICES WILL  
BE HIGHER IN 1917

Everything tends toward higher prices for motor cars during the 1917 season if the builders anticipate maintaining the present quality of their cars. This is the opinion of H. H. Rice, sales manager of the Nordyke & Marmion company of Indianapolis, builders of the popular Marmion line. Rice bases his forecast on the present condition of the market for raw materials and the unsettled state in the labor field. At this time the prices for the various materials that go into the building of the motor car are at the highest level in this history of automobile building, and the manufacturers are experiencing much difficulty in getting the products even at the high prices. Again, wages are at a top notch, good men are hard to find and bonuses are being paid the mechanics in many lines in order to hold them at their post.

RAND DISCOVERS  
NEW COAST ROUTE

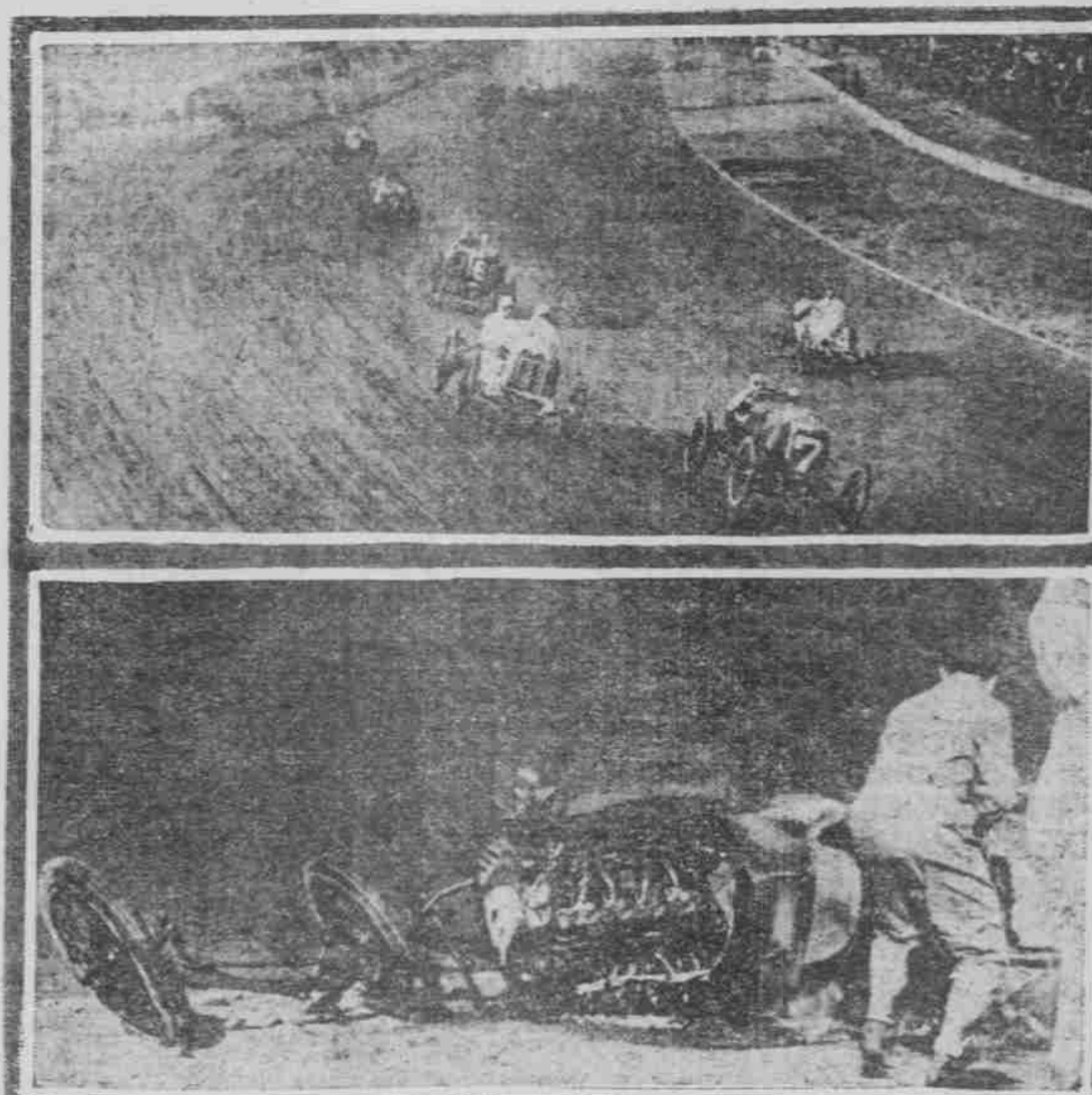
W. J. Rand, who returned from the coast by train on Friday, reports a new route between Phoenix and the coast for automobile tourists and says that this route will reduce the distance of the Borderland route by almost 300 miles.

Mr. Rand and a party of friends went out to the coast in Mr. Rand's auto. They followed the Borderland route to Phoenix and then went to Wickenburg. From Wickenburg they went to Parker, where the river was crossed. The route then followed by way of Cadiz to Ocean Park, Calif. The road is sandy in places but as good as the Borderland, according to Mr. Rand. The journey was made in four and a half days. He states that his Lees were not even punctured on the trip.

Mr. Rand's family remained at the coast and he will return after transacting some business here.

Piedras Market, neat and clean, no flies. A. M. Robinson, prop. Phone 6215.—Adv.

## SCENES FROM BIG AUTO RACE



THIS picture shows two interesting features of the Metropolitan Trophy race at the Sheepshead Bay speedway recently. At the top Rickenbacker is shown leading the field toward the end of the 150 mile grind, which he won. The bottom picture shows the burning car of Carl Limberg, who was immediately killed when his tire blew up and threw his car into the fence. His mechanic died later in the hospital.

J. G. Heaslet, Veteran  
Auto Designer, Built  
First Car 19 Years Ago

James G. Heaslet, vice president in charge of engineering and production of the Studebaker corporation, belongs to the limited few who have been in the automobile industry practically since its inception. Due to Mr. Heaslet's modesty, more than any other single factor, it is not generally known outside of the automobile industry, and particularly among the old timers, that he first designed an automobile some 19 years ago—when the automobile industry was in its swaddling clothes. But now that he has developed the Studebaker product up to the point where this year 190,000 Studebaker cars must be built to meet the demand, it is a difficult matter for him to hide his "right" under a modest apron. It is a far cry from the first horseless carriage which Mr. Heaslet designed to the present highly developed series of Studebaker four-cylinder and six-cylinder models. Yet through all the years he has never deviated from his policy of adhering to a dignified design of the product for which he was responsible; of designing a car for instance, that the owner would not find his automobile becoming obsolete in a year.

Enough Cars Built To  
Supply Every Man In  
New York's Big Parade

"There have been more than enough automobiles built since January 1 to supply every participant and every observer of the recent New York preparedness parade—the longest in the history of America," says H. S. Daniels of the Kissel-Kar. "It needs comparison of this sort to fully drive home the enormity of the present production of cars. You think of 150,000 people walking 25 abreast and occupying 12 hours to pass a given point; as a wonderful mass. But how about more than three times as many machines? Enough to stagger the imagination isn't it?" "And yet there is a ready market for more than the number of cars made. Dealers everywhere are clamoring for them and June promises to smash to smithereens the sales record of any month since the automobile was born."

**You Will Enjoy Your Trip**

TO CALIFORNIA if you take the CALIFORNIAN out of El Paso at 6:45 a. m. and arrive in Los Angeles 7:15 next morning making the trip thru THE LOWER ALTITUDE at night when it is cool. Carries DINING CAR, PULLMAN and TOURIST SLEEPERS and OBSERVATION CAR.

Close connections at Los Angeles for the beaches and you can have your baggage checked through to the beaches.

**OTHER TRAINS**

Lv. El Paso.	Arrive Los Ang.
6:00 p. m. ....	9:20 p. m.
10:15 p. m. ....	9:45 p. m.
Los Angeles and Return....	\$40.00
San Diego and Return....	\$40.00
San Francisco and Return....	\$50.00
On Sale Daily to Sept. 30th.	
LIMIT Oct. 31st.	
Los Angeles and Return....	\$35.00
San Diego and Return....	\$35.00
San Francisco and Return....	\$45.00
On Sale June 9th to 16th,	
July 23rd to 30th.	
LIMIT Two Months.	
LIBERAL STOPOVERS ALLOWED.	
When you are in California be sure and visit LAKE TAHOE and the SAN DIEGO EXPOSITION.	

Dining and Observation Car	Southern Pacific Lines	Pullman Sleeping Cars
Safety, Speed and Comfort	CHICAGO And Return <b>\$65.50</b> On Sale Daily to Sept. 30th. LIMIT Oct 31st.	Oil Burning Locomotives
Take the Californian West at 6:45 A. M. and go through the hot country at night.	<b>New York City Return \$86.10</b> ON SALE DAILY—STOP-OVERS. Make the trip in TWO AND ONE HALF DAYS via "SUNSHINE SPECIAL"	Texas Pacific

## Summer Excursion Tickets

On Sale Daily.	Return Limit October 31.
San Diego and Los Angeles.....	\$40.00
San Francisco .....	50.00
San Francisco, one way via. Seattle or Portland and Denver .....	80.00
Portland, Seattle or Spokane.....	75.00
Denver .....	36.15
Pueblo and Colorado Springs.....	35.00
Kansas City .....	47.50
St. Louis .....	56.25
Chicago .....	65.50
Detroit .....	74.90
Buffalo .....	81.60
Philadelphia .....	84.05
Washington .....	76.80
Atlantic City .....	83.85
New York .....	86.10
Boston .....	96.60

Tickets to Pacific Coast Points, at Rates \$5.00  
lower, on sale June 9th to 16th, and July 23rd  
to 30th.

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